

REMARKS

Claims 1-8 and 10-15 remain in this application.

Claims 1-8 and 10-15 stand rejected under 35 U.S.C. § 103(a) for obviousness over the teachings of U.S. Patent No 5,938,710 to Lanza et al. in view of U.S. Patent No. 5,793,308 to Rosinski et al. In view of the following remarks, reconsideration of these rejections is respectfully requested.

Claim 1 is directed to an industrial truck comprising a driver's seat oriented in a forward direction, at least one screen located in the vicinity of the driver's seat, and a counterweight located on the rear of the truck. A first camera is mounted on the rear of the vehicle to the rear of the driver's seat and above the counterweight at a first height and points toward the rear of the industrial truck. At least one additional camera is mounted on the rear of the vehicle to the rear of the driver's seat and on an upper segment of the driver's cab at a height greater than the first height. The at least one additional camera is also directed toward the rear of the industrial truck. The first camera provides a view of a distant area and the at least one additional camera provides a view of a near area behind the industrial truck. The image taken with the first camera and/or the image taken with the at least one additional camera can be displayed on the screen.

Lanza is directed to an industrial truck having a forwardly-facing camera 1 and a rearwardly-facing navigation camera 3. The navigation camera 3 detects navigational markings to determine the vehicle position with the aid of an image processing system (Lanza at column 5, lines 46-55).

Rosinski teaches a vehicle position monitoring system having an integral mirror video display. That is, the video display for the system is located on the side-view mirrors of a vehicle. Rosinski specifically teaches away from the structure set forth in claim 1 of a screen located in a vicinity of the driver's seat. Rather, Rosinski teaches that the Rosinski system allows a vehicle operator to utilize the normal field of view of a side mirror and still view objects to the rear of the vehicle by placing the video display on the vehicle mirrors (Rosinski at column 3, lines 10-52 and column 5, lines 24-35).

Thus, neither Lanza nor Rosinski, either alone or in combination, fairly teaches or suggests the claimed industrial truck having a first camera mounted to the rear of the driver's seat above the counterweight at a first height and at least one additional camera mounted to the rear of the driver's seat on an upper segment of the driver's cab at a height

greater than the first height. In Lanza, the forward camera 1 is located on the forks 2 of the truck, and the rear navigation camera 3 is located on the structure of the driver's cab. Rosinski teaches away from an industrial truck having a screen located in the vicinity of the driver's seat. Rosinski emphasizes that the Rosinski invention incorporates a video display on the side-view mirrors of the vehicle to allow the vehicle operator to utilize the normal field of vision (column 3, lines 10-52 and column 5, lines 24-35).

Therefore, claim 1 is not rendered obvious by the Lanza and Rosinski combination. Reconsideration of the rejection of claim 1 is respectfully requested.

Claims 2-8 and 10-15 depend either directly or indirectly from, and add further limitations to, claim 1. Since these claims depend from a claim believed to be in condition for allowance, these claims are also believed to be in condition for allowance. Reconsideration of the rejections of claims 2-8 and 10-15 is respectfully requested.

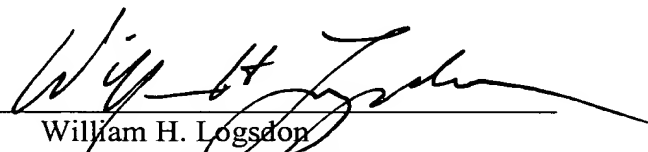
Conclusion

In view of the above remarks, reconsideration of the rejections and allowance of all of claims 1-8 and 10-15 are respectfully requested.

Respectfully submitted,

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